



# Hongkong Daily Press.

ESTABLISHED 1857.

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THEY WILL HAVE  
A COMPLETE REST  
AND RELIEF FROM OVER-  
STRAIN IF YOU WEAR  
CORRECT GLASSES.

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OPHTHALMIC OPTICIAN.  
25, Queen's Road, C.T., HONGKONG.  
Prescriptions accurately filled.

No. 19,047. 號七十四零千九萬一第 日六十月五年未己 HONGKONG, FRIDAY, JUNE 13TH, 1919. 五拜禮 號三十拾月六年捌國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Bags 75 lbs. net.  
In Bags 50 lbs. net.  
**SHEWAN, TOMES & Co.,**  
General Managers. (80)

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**DRACKENSTEIN**  
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(13)

## CARTRIDGES! CARTRIDGES!

CARTRIDGES!

NEWLY ARRIVED.

**SPORTING CARTRIDGES,**  
12, 16 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.  
**THE HONGKONG SPORTING ARMS**  
**AND AMMUNITION STORE,**  
Nos. 4-6, Beaconsfield Arcade. (17)

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GLASS ETCHING, SIGN-BOARD AND  
MIRROR MAKING.  
CANTON MARBLE IN VARIOUS SHADES.  
Photographic Goods of Every Description  
in Stock.  
DEVELOPING, PRINTING AND ENLARGING  
UNDERTAKEN.  
TELEPHONE 1919. (78)

## PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00 "	to 9.00 "	" "
9.00 "	to 10.00 "	" "
10.00 "	to 11.00 "	" "
11.00 "	to 12.00 p.m.	" "
12.00 p.m.	to 1.00 p.m.	" "
1.00 p.m.	to 2.00 "	" "
2.00 "	to 3.00 "	" "
3.00 "	to 4.00 "	" "
4.00 "	to 5.00 "	" "
5.00 "	to 6.00 "	" "
6.00 "	to 7.00 "	" "
7.00 "	to 8.00 "	" "

NIGHT CARS.

11.30 p.m. to 1.00 a.m. Every 30 minutes

11.45 p.m.

Extra Car—12.00 Midnight.

SUNDAYS.

SUNDAYS.		
7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 "	to 11.00 a.m.	" "
11.30 "	to 12.00 noon	" "
12.00 noon	to 1.00 p.m.	" "
1.00 p.m.	to 2.30 "	" "
2.30 "	to 3.00 "	" "
3.00 "	to 4.30 "	" "
4.30 "	to 5.00 "	" "
5.00 "	to 6.00 "	" "
6.00 "	to 7.00 "	" "
7.00 "	to 8.00 "	" "

NIGHT CARS.

As on Week Days.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
Season and patch tickets available for all  
lines not already full running at the time  
issued in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Compro Order representing Bank  
Notes.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

### DOWN TRAINS.

Station	No. 1 Local	No. 2 Through Express A.M.	No. 3 Local A.M.	No. 4 Through Express A.M.	No. 5 Local P.M.	No. 6 Through Express P.M.	No. 7 Local P.M.	No. 8 Through Express P.M.	No. 9 Local P.M.	No. 10 Through Express P.M.	No. 11 Local P.M.	No. 12 Through Express P.M.	No. 13 Local P.M.	No. 14 Through Express P.M.	No. 15 Local P.M.	No. 16 Through Express P.M.	No. 17 Local P.M.	No. 18 Through Express P.M.	No. 19 Local P.M.	No. 20 Through Express P.M.
CANTON (at She Tan)	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
SHAK TUNG	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shum Chiu	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shingunghai	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shaling	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shui Kwei	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shui Kwei	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Yuenan	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Hungboon	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
KOW LOON	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15



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Have quality of tone,  
lightness of touch,  
beauty of design.

## THE PIANO OF QUALITY,

specialized by years of  
experience to withstand  
the climate.

BACKED BY GUARANTEE FOR FIVE YEARS.

PRICES from \$425.

CASH OR EASY TERMS.

S. Moutrie & Co., Ltd.

[21-5]

"You can't possibly get wet in the  
**Mattamac**  
19-OUNCE Featherweight Waterproof  
Exceptionally light in weight, strong and durable  
\$15.00 each.  
"Mattamac" Pull-overs.  
Keep your legs dry walking or riding in  
chairs, rickshaws and motor-cycling.  
\$6.00 per pair.  
ALL SIZES IN STOCK AT  
**MACKINTOSH**  
CO., LTD.,  
Men's Wear Specialists,  
16, DES VŒUX ROAD. Telephone 29.



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Well-known for their flavour and aroma.

### THE EGYPTIAN FAVOURITES

Theodore Vafiadis'

A. G. Cousis & Co.'s

### CIGARETTES.

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THE HONGKONG CIGAR STORE

CO. LTD.

Hotel Mansions.

Tel. 151.

[687]

## THE CORONET

Presents

AMBASSADOR JAMES W. GERARD'S

"MY FOUR YEARS IN GERMANY"

FOR THREE NIGHTS ONLY

as follows:

FRIDAY, June 18th, at 5.15 & 9.15 p.m.  
SATURDAY, June 19th, at 2.15, 5.15 & 9.15 p.m.  
SUNDAY, June 20th, at 8 p.m. & 9.15 p.m.

Prices:—

9.15 p.m. \$2.00 & \$1.00

MATINEE \$1.00 & 60 cents

Booking at ROBINSON'S.

[112]

## HONGKONG LEGISLATIVE COUNCIL

### SEVERAL NEW BILLS PASSED.

A meeting of the Legislative Council was held in the Council Chamber yesterday at noon. There were present:—  
His Excellency MAJOR-GENERAL F. VENTURA (General Officer Commanding Troops in China).  
Hon. Mr. A. G. M. FLETCHER, C.B.E. (Colonial Secretary).  
Hon. Mr. H. E. POLLOCK (Attorney-General).  
Hon. Mr. C. McI. MESSER, O.B.E. (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. E. R. HALLIFAX, O.B.E. (Secretary for Chinese Affairs).  
Hon. Mr. LAU CHU PAU.  
Hon. Mr. HO FOOK.  
Hon. Mr. S. H. DODWELL.  
Hon. Mr. C. G. ALABASTER, O.B.E.  
Hon. Mr. E. V. D. PARR.

H.E. the General Officer Commanding—I am sorry to say that H.E. the Officer Administering the Government is slightly indisposed. He managed to get through the Executive Council this morning, but he has lost his voice and he asked me if I would preside at this Council.

**FINANCE.**  
The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table Financial Minutes Nos. 41 to 45 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and this was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table the report of Finance Committee No. 3 and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded and this was agreed to.

**PAPER.**  
The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table the report on the assessment for the year 1919-1920.

"CHINA COMPANIES" CUSTODIAN ORDINANCE, 1919.  
The ATTORNEY-GENERAL moved the first reading of a Bill intitled an Ordinance for the appointment of a Special Custodian of Enemy interests in China Companies.

The COLONIAL SECRETARY seconded and the Bill was read a first time.

The "Objects and Reasons" state:—  
The object of this Bill is to bring about a harmonious working arrangement in the case of China Companies as defined by this Ordinance in regard to which companies His Majesty's Minister in China has appointed or may hereafter appoint a Custodian of Enemy Property in China whereby the Governor of this Colony is enabled (notwithstanding the appointment by him of a Hongkong official as Custodian generally of enemy property) to appoint the same Custodian in the case of China Companies as has been appointed or may hereafter be appointed by His Majesty's Minister in China. In this way all possibility of any future conflict of powers between the Colonial Treasurer here, who is usually appointed Custodian of Enemy Property and the Custodian of Enemy Property in China will be avoided. For a similar reason it has been thought desirable to make it clear in this Ordinance that the Custodian has full power to sell shares, stock, debentures, and debenture stock of a China Company and that such company has and has had full power to legally purchase the same "any law or regulation of the company to the contrary notwithstanding."

**MARINE STORES PROTECTION ORDINANCE, 1919.**  
The ATTORNEY-GENERAL moved the second reading of the Bill intitled an Ordinance for the more effectual protection of marine stores. In doing so, he said: As honourable members will see, this Ordinance repeals the former Naval Stores Ordinance of 1875 which was directed solely to the question of stores which were the property of the Crown. Since 1875, as honourable members will readily appreciate, important industries and enterprises have grown up in this Colony—important docking concerns and important shipbuilding and repair yards—and, therefore, it is thought advisable in the present Bill to extend the protection of the law to the effectual protection not only of marine stores which are owned by the Crown but also of marine stores which are owned by various commercial companies and firms, or by individuals. It is also thought advisable to include coal in the definition of marine stores in this Ordinance. As honourable members are no doubt aware, there is a tendency towards petty thefts in the waters of this Colony of marine stores and coal, and the object of this Bill is to bring under greater control dealers in marine stores whom honourable members will notice by Clause 2 are persons who are required to keep shops for dealing in these stores in this Colony, and also hawkers of marine stores who, as honourable members will notice from Clause 3 of the Bill, cannot be granted a licence except through, and on the application of, a dealer in marine stores who has to give security for the marine hawker. Another important provision of the Bill is Clause 5 which requires dealers in marine stores to keep books of the marine stores they deal in. Clause 6 contains power for the Police to inspect these books and Clause 7 prohibits dealers in marine stores or hawkers from buying or selling provisions of any kind. That provision was thought desirable in order to check any possible leakage by the sale of, or attempt at selling, provisions in the waters of this Colony. Clause 8 provides that the marine stores hawker shall only deal in such stores as the dealer who applies for the licence deals in. Clause 9 prohibits the marine stores hawker from selling

stores of any kind. He can only buy stores. Honourable members will appreciate the fact that if he has the power to sell stores he may buy stores and forthwith get rid of them by selling and there will be no trace of the marine stores he has bought. Clause 10 is a useful provision in regard to penalties to be inflicted on any person found in possession of marine stores and not accounting for them. Clause 11 is wider in its terms than the corresponding clause of the Ordinance of 1875 and it has been made wider so as to correspond in importance to the docking undertakings which have arisen in this Colony since 1875. It is not lawful for any person, without permission in writing from the Harbour Master, to sweep or dredge in the waters of the Colony between the western boundary of the harbour and the Lyceum pass, within 100 yards from any wharf or dock, or any shipping vessel, or any engineering or repairing yard. Clause 12 imposes penalties. Clause 13, which is taken practically bodily from the old Ordinance of 1875, refers to the penalty for the unlawful application of marks of H.M. Stores. Clause 14, which is also taken from the Ordinance of 1875, provides a penalty for obliterating marks on H.M. Stores which marks will be found in the schedule. Clause 15 gives the usual power to apprehend suspected offenders, and Clause 16 contains power, founded on previous legislation, to stop and search persons and their goods, boats, etc., Clause 17 deals with the liability for prosecution under the old Ordinance and provides that no person shall be punished twice for the same offence. Clause 18 repeals the Naval Stores Ordinance. In the preparation of this Bill in matters of detail I have received much assistance from the Hon. the Secretary of Chinese Affairs and the Hon. the C.S.P. and also from Commander Beekwith at the Police. I have the hope that this Bill will enable the petty pilferings which take place in the waters of this harbour to be more effectually dealt with in future than in the past.

The COLONIAL SECRETARY seconded.  
Hon. Mr. C. G. ALABASTER—I should like if possible to be enlightened as to the reason why the word "hawker" has been selected to describe a person who neither sells nor is permitted to sell anything. I had occasion during the last day or two to look up the definition of hawker in at least three legal dictionaries, and I find that the definition is that he is essentially a person who sells goods. At Common Law he is a deceitful person who sells goods in the highways and byways instead of in the market place. Under very recent acts and ordinances the hawker need not be a deceitful person, but is one who sells things and who is required under certain Ordinances and Acts to possess a license. In our own Licensing Ordinance of 1887 it has always been understood that a hawker is a person who sells things. Therefore I cannot understand why the word "hawker" has been chosen in this case. The man aimed at is apparently the buying agent for the marine stores dealer. Perhaps the Attorney-General will enlighten us?

The ATTORNEY-GENERAL—What word would the hon. member suggest in substitution for the word "hawker"?  
Hon. Mr. ALABASTER—As a hawker is essentially a seller, I would suggest the elimination of that word and the use of any word appropriate to describe the exact person whom it is desired to get at. As far as I can see from a study of the Bill it is a sort of assistant to the Marine Stores dealer whom you are aiming at. This Bill will not stop hawking of marine stores as it is obviously intended to because this definition of hawker is not so framed as to cover the person who sells marine stores. I would ask the Government if they are prepared to have this Bill referred to the Standing Committee on Law. Perhaps that committee may be able to find a word appropriate to describe the person we are getting at.

The COLONIAL SECRETARY—I think that will be the best course. I will second the hon. member's motion that the Bill stand over for to-day and be referred to the Standing Law Committee.

This course was agreed to.

### BIRTHS AND DEATHS REGISTRATION—AMENDMENT ORDINANCE, 1919.

The ATTORNEY-GENERAL—I beg to move the second reading of a Bill intitled an Ordinance to amend the law relating to the registration of births and deaths. As hon. members will see from the objects and reasons the object of this Bill is to carry out the recommendation recently made by the Medical Board to the effect that it is desirable to include in any medical certificate of the cause of death a statement as to whether any and what anesthetic was administered in the course of the illness preceding the death, and how long before death.

The COLONIAL SECRETARY seconded and the Bill was read a second time.

The Council then went into Committee to consider the Bill clause by clause.

In Clause 1, the hyphen between the years 1898-1919 was eliminated and the word "to" used in its place.

The Hon. Mr. ALABASTER moved that in the sixth line of Clause 2 the words "before such death," be eliminated and the words "during the said illness" substituted, and also moved the abolition of the word "such" in the last line of the same clause. He pointed out that the Medical Board, as was stated in the Objects and Reasons, considered it desirable that a certificate of death should state whether any, and in such case what, anesthetic had been administered in the course of the illness preceding death. It was, therefore, unnecessary to cast on the doctor the duty of stating all the anesthetics administered during a person's life time which was the literal meaning of the clause as it stood.

The Hon. Mr. ALABASTER also moved certain minor amendments in Clause 3 so that it should read as follows:—  
3. (1)—Form No. 16 in the Schedule to the Births and Deaths Registration Ordinance, 1896, in hereby amended by inserting after the word "Death," as hereunder written, the following words, namely, "An anesthetic, namely, \_\_\_\_\_, was administered \_\_\_\_\_ before the death of \_\_\_\_\_" (or, if such was the case: "No anesthetic was administered before the death of \_\_\_\_\_").

It was, therefore, unnecessary to cast on the doctor the duty of stating all the anesthetics administered during a person's life time which was the literal meaning of the clause as it stood.

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The COLONIAL SECRETARY seconded.  
Hon. Mr. C. G. ALABASTER—I should like if possible to be enlightened as to the reason why the word "hawker" has been selected to describe a person who neither sells nor is permitted to sell anything. I had occasion during the last day or two to look up the definition of hawker in at least three legal dictionaries, and I find that the definition is that he is essentially a person who sells goods. At Common Law he is a deceitful person who sells goods in the highways and byways instead of in the market place. Under very recent acts and ordinances the hawker need not be a deceitful person, but is one who sells things and who is required under certain Ordinances and Acts to possess a license. In our own Licensing Ordinance of 1887 it has always been understood that a hawker is a person who sells things. Therefore I cannot understand why the word "hawker" has been chosen in this case. The man aimed at is apparently the buying agent for the marine stores dealer. Perhaps the Attorney-General will enlighten us?

The ATTORNEY-GENERAL—What word would the hon. member suggest in substitution for the word "hawker"?  
Hon. Mr. ALABASTER—As a hawker is essentially a seller, I would suggest the elimination of that word and the use of any word appropriate to describe the exact person whom it is desired to get at. As far as I can see from a study of the Bill it is a sort of assistant to the Marine Stores dealer whom you are aiming at. This Bill will not stop hawking of marine stores as it is obviously intended to because this definition of hawker is not so framed as to cover the person who sells marine stores. I would ask the Government if they are prepared to have this Bill referred to the Standing Committee on Law. Perhaps that committee may be able to find a word appropriate to describe the person we are getting at.

The COLONIAL SECRETARY—I think that will be the best course. I will second the hon. member's motion that the Bill stand over for to-day and be referred to the Standing Law Committee.

This course was agreed to.

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stores of any kind. He can only buy stores. Honourable members will appreciate the fact that if he has the power to sell stores he may buy stores and forthwith get rid of them by selling and there will be no trace of the marine stores he has bought. Clause 10 is a useful provision in regard to penalties to be inflicted on any person found in possession of marine stores and not accounting for them. Clause 11 is wider in its terms than the corresponding clause of the Ordinance of 1875 and it has been made wider so as to correspond in importance to the docking undertakings which have arisen in this Colony since 1875. It is not lawful for any person, without permission in writing from the Harbour Master, to sweep or dredge in the waters of the Colony between the western boundary of the harbour and the Lyceum pass, within 100 yards from any wharf or dock, or any shipping vessel, or any engineering or repairing yard. Clause 12 imposes penalties. Clause 13, which is taken practically bodily from the old Ordinance of 1875, refers to the penalty for the unlawful application of marks of H.M. Stores. Clause 14, which is also taken from the Ordinance of 1875, provides a penalty for obliterating marks on H.M. Stores which marks will be found in the schedule. Clause 15 gives the usual power to apprehend suspected offenders, and Clause 16 contains power, founded on previous legislation, to stop and search persons and their goods, boats, etc., Clause 17 deals with the liability for prosecution under the old Ordinance and provides that no person shall be punished twice for the same offence. Clause 18 repeals the Naval Stores Ordinance. In the preparation of this Bill in matters of detail I have received much assistance from the Hon. the Secretary of Chinese Affairs and the Hon. the C.S.P. and also from Commander Beekwith at the Police. I have the hope that this Bill will enable the petty pilferings which take place in the waters of this harbour to be more effectually dealt with in future than in the past.

The COLONIAL SECRETARY seconded.  
Hon. Mr. C. G. ALABASTER—I should like if possible to be enlightened as to the reason why the word "hawker" has been selected to describe a person who neither sells nor is permitted to sell anything. I had occasion during the last day or two to look up the definition of hawker in at least three legal dictionaries, and I find that the definition is that he is essentially a person who sells goods. At Common Law he is a deceitful person who sells goods in the highways and byways instead of in the market place. Under very recent acts and ordinances the hawker need not be a deceitful person, but is one who sells things and who is required under certain Ordinances and Acts to possess a license. In our own Licensing Ordinance of 1887 it has always been understood that a hawker is a person who sells things. Therefore I cannot understand why the word "hawker" has been chosen in this case. The man aimed at is apparently the buying agent for the marine stores dealer. Perhaps the Attorney-General will enlighten us?

The ATTORNEY-GENERAL—What word would the hon. member suggest in substitution for the word "hawker"?  
Hon. Mr. ALABASTER—As a hawker is essentially a seller, I would suggest the elimination of that word and the use of any word appropriate to describe the exact person whom it is desired to get at. As far as I can see from a study of the Bill it is a sort of assistant to the Marine Stores dealer whom you are aiming at. This Bill will not stop hawking of marine stores as it is obviously intended to because this definition of hawker is not so framed as to cover the person who sells marine stores. I would ask the Government if they are prepared to have this Bill referred to the Standing Committee on Law. Perhaps that committee may be able to find a word appropriate to describe the person we are getting at.

The COLONIAL SECRETARY—I think that will be the best course. I will second the hon. member's motion that the Bill stand over for to-day and be referred to the Standing Law Committee.

This course was agreed to.

## CANTON NEWS

CANTON, June 18th.

### MILITARY MOVEMENTS.

With reference to the report of the military movements published yesterday, we are informed that these were caused by the attempts of certain leaders to seize the Tuchunship of Canton. It is said that Shum Chun-buen, Chief of the Administrative Directors to the Military Government, has proposed to appoint two of his supporters, Li Kan-yuen, and Li Lieh-kwan, (leaders of the Yunnanese troops) to be the Tuchun and Civil Governor of Canton respectively. This proposal is being opposed by General Luk Wing-ting, and other Kwangsi leaders. General Luk has ordered the Tuchun Mok Mingson to stop the proposal from being forcibly carried out, and has also sent down large bodies of Kwangsi troops to oppose the Yunnanese troops. We learn that the Tuchun Mok Wing-sun has requisitioned a large number of native cargo-junks for the transportation of troops, and has ordered his son to return with all his forces to Canton at once. All of the other armies are ordered to hold themselves in readiness, and the gunboats are warned to be ready for emergencies. We further learn that all of the Kwangsi leaders have jointly requested General Luk to take up absolute control of the military affairs in the provinces of Kwangtung and Kwangsi, so that they may not be interfered with by others. To this Luk has agreed and a special yamen is being established for Luk to take up his duties.

### THE SALE OF PUBLIC LOAN BONDS.

The authorities, owing to their pressing need for money, have recently sent police officers to force the people to buy a certain amount of public loan bonds.

Police officers have been seen calling at the shops in this connection.

**MUTINIES.**  
It is reported that the mutiny in Kingchow has not been suppressed. The mutineers are still actively in league with the bandits in the locality. The mutiny in the Yan-Ping district seems to have ended. The mutineers are under the command of the Kwangsi leader, Shum Hung-ying, who received orders to proceed there for the suppression of the mutineers.

### PEKING AND SHANGHAI CABLE NEWS.

The Cabinet Ministers jointly tendered their resignations on the 10th inst., and Cabinet meetings have since been suspended. The President tendered his resignation to the new Senate yesterday.

Tuan Chi-jui has been requested to form a new Cabinet.

The Peking merchants are still on strike.

A Shanghai message states that, owing to the recent movements, the Japanese Consul proposed to land Japanese marines at Shanghai, but the American and French Consuls protested against the proposal. As the demand of the traitors has not been confirmed, the Shanghai merchants and workmen have not resumed work.

### FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the COLONIAL SECRETARY presiding.

**LANGUAGE BONUS.**  
The Officer Administering the Government recommended the Council to vote a sum of six hundred dollars in aid of the vote Miscellaneous Services, Language Bonuses.

The CHAIRMAN—This is for Mr. North, a passed Cadet, who has qualified in Japanese.

The vote was agreed to.

### THE TAHO ROAD.

The Officer Administering the Government recommended the Council to vote a sum of fifteen thousand dollars in aid of the vote Public Works, Extraordinary, New Territories, Communications, (41) Roads, (4) General Works.

The CHAIRMAN—This is to improve the Taipo road between the third and fifth milestones, including the reconstruction of two bridges.

The vote was agreed to.

### ROYAL OBSERVATORY.

The Officer Administering the Government recommended the Council to vote a sum of one hundred dollars in aid of the vote Royal Observatory, Other Charges, Transport.

The CHAIRMAN—Following the removal of the naval signallers from the Peak Signal station a man has to go to the observatory every second day to take readings.

The vote was agreed to.

### MISCELLANEOUS WORKS.

The Officer Administering the Government recommended the Council to vote a sum of three thousand dollars in aid of the vote Public Works, Extraordinary, Kowloon, Miscellaneous, Miscellaneous Works.

The vote was agreed to.

### MOUNT KELLET.

The Officer Administering the Government recommended the Council to vote a sum of two thousand two hundred dollars in aid of the vote Public Works, Extraordinary, (15) Miscellaneous Drainage Works, (a) Main Sewer, to intercept drainage from houses on east side of Mount Kellet.

The CHAIRMAN—A vote of \$3,000 was passed last year. This is practically a re-vote of the money which was not spent then.

The vote was agreed to.

### MISSIONS TO SEAMEN IN HONGKONG.

The ATTORNEY-GENERAL moved the second reading of a Bill intitled an Ordinance to provide for the incorporation of the Missions to Seamen in Hongkong.

Hon. Mr. E. V. D. PARR seconded, and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause. The Bill passed through Committee without amendment, and upon Council resuming, Hon. Mr. E. H. DODWELL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded and the Bill was read a third time and passed.

(Continued at foot of next column.)



## INTERESTING SHIPPING CLAIM.

VALUE OF A SHIP-BROKER'S TIME.  
JUDGMENT FOR MESSRS. SNOWMAN & CO.

At the Summary Court, yesterday, before Mr. Justice Melbourne, Messrs. Snowman & Co. claimed from Messrs. Osawa & Co. the sum of \$1,800, being remuneration agreed to be paid by the defendants to the plaintiffs by agreement made on October 2nd, 1911, for services then about to be rendered by the plaintiffs. The plaintiffs waived their right to \$500 so as to bring the claim within the jurisdiction of the Summary Court.

Mr. W. E. L. Shenton appeared for the plaintiffs, and Mr. E. A. Davidson for the defendants.

Mr. Shenton said that the case was a simple one; the Court had to decide whether or not an express arrangement was made between the plaintiffs and the defendants with reference to a certain sub-charter party, and the throwing up of this sub-charter party. The sub-charter party which was connected with the action was with the steamship *Sui Kai* for a period of eleven months, between the defendants and the On Wo S.S. Co. The charter hire was \$16,000 a month, and the charter party was arranged by the plaintiffs for the defendants. It was also arranged that the plaintiffs should act as general shipping agents for the defendants at \$300 a month, and the arrangement was put into effect. The charter party continued to run for a considerable period, and Messrs. Snowman & Co. were paid, as arranged, up to November 27th, 1911.

The general arrangements by Messrs. Snowman & Co. were made with a Mr. Matsuda, who was then manager of the defendant firm. One day in October, 1911, Mr. Matsuda left Hongkong, but, before going away, he brought his successor, Mr. Okamoto, to Messrs. Snowman & Co. and, having introduced him, told Mr. Edgcombe, of the plaintiff firm, that he hoped Messrs. Snowman & Co. would extend the same help to Mr. Okamoto as had been rendered in the past time.

Shortly after Mr. Okamoto took over it was decided that the *Sui Kai* was unseaworthy and dangerous, and that the charter should be thrown up and a case for damages, started against the owners. Following on this decision, there were several interviews between Messrs. Osawa & Co. and Mr. Edgcombe, and it was decided that Mr. Edgcombe should draw up all the papers necessary for making the claim for damages; further that, if Mr. Edgcombe could not bring about a satisfactory result, the matter should be handed over to the lawyers with instructions to proceed. In return for this service, Mr. Edgcombe was promised the sum of \$300 a month till the matter was settled. If the claim was successful, Mr. Edgcombe was promised, also, a bonus for his trouble. According to this arrangement, Mr. Edgcombe formulated a claim and presented it to the On Wo S.S. Co. Nothing came of this, and the matter was then handed over to Messrs. Hastings & Hastings, and Mr. Edgcombe had to attend the lawyers' offices on several occasions in connection with it. Messrs. Hastings & Hastings commenced an action, and, before judgment was obtained, the owners of the ship the On Wo S.S. Co. paid to Messrs. Osawa & Co. the sum of \$16,000 a month's charter hire—as well as general damages amounting to \$30,000. That having been the result of the action, Mr. Edgcombe claimed, according to arrangement, the sum of \$300 a month for the last three months of the 11 months that had elapsed since the arrangements were made. The sum of \$300 had been paid regularly for 8 months.

Mr. Shenton, continuing, pointed out that the claim was on an express agreement for a sum of money agreed upon for services rendered. It was not a question of whether the figure claimed was excessive or otherwise. The figure had been fixed by arrangement, and the claim was based on that. Personally, he did not think that the figure was high, because, at that time, ship-brokers were doing very well indeed, and, having regard to the value of ship-brokers' time at that period, the claim could not be regarded as excessive. His Lordship had to decide whether or not the express arrangement had been made.

Mr. Clifford Edgcombe, partner in the firm of Messrs. Snowman & Co., giving evidence corroborative of Mr. Shenton's statement, said that his firm had run the *Sui Kai* for Messrs. Osawa & Co. and were paid \$300 per month for that service. When he came to the arrangement with Mr. Okamoto, he had several interviews with the latter, which took up much of his time, which he might have spent with much profit to himself.

Mr. J. E. Gray, an assistant in the firm of Snowman & Co., deposed to the arrangement arrived at and the amount of work that had been put in by virtue of that agreement.

Mr. Okamoto, the manager of the defendant firm, was then examined. His evidence generally denied that the arrangement was made by the plaintiffs had ever been made.

In the end, judgment was given for plaintiffs, with costs.

## ALLEGED ANTI-JAPANESE "PROCESSION."

DEFENDANTS FOUND GUILTY ON ONE CHARGE.

WHO RUNS THE PEKING GOVERNMENT?

A large crowd gathered at the Magistrate's court, yesterday, when the hearing was resumed, before Mr. R. E. Lindsell, of the case against nine Chinese—eight of whom were little boys—charged with (a) conducting a procession without a permit, and (b) exhibiting a public notice without the sanction of the authorities.

The case at the last hearing hinged on the meaning of the word "procession." The Crown maintained that it meant "a going forth in some kind of formal order." The test of whether such going forth was legal or illegal depended on whether a reasonable use was made of the highway.

Mr. Leo d'Almada, who appeared for the defence, said he was prepared to go on with the case, but he noticed that the Captain-Superintendent of Police had not yet arrived.

Mr. Lindsell thought the case could be proceeded with.

The chief accountant of the Sung Yu Bank, situated at No. 5, Bonham Strand East, gave evidence for the defence. He was at the Bank premises on June 3rd, about noon, and had his attention drawn to some persons carrying umbrellas.

Mr. Lindsell: Boys?—Witness: Yes.

What order?—In twos and threes, each file being about a *cheng* apart from the other.

They were not walking in an orderly fashion?—No.

Had they all umbrellas?—Yes.

Mr. d'Almada said that with the evidence of the last witness the case for the defence was closed. He had other witnesses, but they had not appeared, although he tried very hard to get them to come.

It was his duty, in the first place, to submit to the Magistrate—even assuming that the meaning of the word "procession" as defined at the last hearing by the Magistrate was sound—that that interpretation was inappropriate to the present case and to the Ordinance under which his clients were charged. At the first hearing of the case, he had submitted that "procession" was intended to apply to an ordinary Chinese procession. He did so again. He had also found out the actual reason of the Legislature for framing enactments regulating processions. He would point out how statutes, penal or otherwise, should be construed.

At this stage, Mr. d'Almada read at length from "Broom's Legal Maxims" as to how statutes should be construed.

Proceeding, he said that Ordinance No. 3 of 1888 embodied certain regulations or acts which were applicable to Chinese and Chinese only. He endeavoured to get a copy of *Hongkong* for 1888, but was unsuccessful. In turning over the *Hongkong Daily Press* for 1888, however, he found there proceedings of a meeting of the Legislative Council, held on January 13th, when these enactments were framed, and these enactments were meant to apply to religious or ceremonial processions. That was, then, the real intent of the Legislature in passing these regulations which came under the Religious Ceremonies Ordinance. His contention, therefore, was that the word "procession" in the strict sense of the term, meant "a Chinese religious or ceremonial procession." He admitted that the Magistrate's definition was a perfectly sound one, but, in view of the intention of the Legislature when framing those enactments, that definition could not be applied to the present case.

With regard to whether there was a procession or no, the evidence of Inspector Brazil was that there was one, but his evidence was neutralised by that of the Bank accountant.

Mr. Lindsell: Inspector Brazil did not see the defendants at the same place—Mr. d'Almada: That's a question of fact, and I leave it to your Worship.

Proceeding, Mr. d'Almada said that, so far as the law was concerned, it was in favour of the defendants. As for the second charge, it was characterized as ridiculous. If a person of half an inch of brain, with a tag bearing the words *Kwok A* (National goods), could be regarded as a public notice! No sane person would say so. The words were merely a description of the national character of the article in question. That could not be considered a public notice or a proclamation in the Chinese language. It would entail a very great stretch of imagination before they could include that in the category of public notices or proclamations.

Mr. Lindsell: What about the obstruction caused?

Mr. d'Almada replied that as far as his clients were concerned they did not, in any way, cause any obstruction. Other people might have followed them, but they were not to blame for that. Suppose, after a football match, the crowd going to take the tram obstructed traffic, were the football players to be held responsible? In this case, a few boys with umbrellas were walking along. Others followed them. Were the boys to be held responsible for any obstruction caused by the following? Mr. Lindsell pointed out that it all depended on whether the use of the highway was reasonable or otherwise.

Mr. d'Almada, continuing, said the Magistrate had power to convict or discharge his clients. He asked the Magistrate to eliminate all thoughts of a boy's coat, as there was not a little of evidence to show that the object of his clients was to prevent the Chinese from buying Japanese goods. The point was whether an offence had been committed. If the Magistrate had the slightest doubt he should acquit.

(Continued at foot of next column.)

## A FACTION FIGHT.

A SORT OF TRENCH WARFARE.  
FIFTY-TWO MEN CHARGED.

A free fight took place in Jardine's Bazaar, on Wednesday night, between two factions—the Leungs and the Chings—employed at the China Sugar Refinery.

The reason for the quarrel is not known, but it is believed that one of the factions invited the other to join a Triad Society. This they refused to do, whereupon an altercation ensued. The two parties, numbering over 150 individuals, got into their respective quarters and commenced hurling bottles, stones, sticks, chattering, etc., at each other. Several members of one faction evidently knew something about warfare, for they spread a mat over their verandah, behind which they took cover.

Mr. G. M. Shaw, the manager of the Refinery, informed the Police, and Serjts. Cockle and Evans, a Police Reservist, and some Indian constables went to the scene. As the combatants did not disperse, the Police fired several shots into the air. This had the desired effect, and the disturbance was quelled. The Police arrested 54 members of the two gangs, two of whom had to be sent to hospital, as they were suffering from rather serious injuries.

The fifty-two offenders were charged before Mr. R. O. Hutchison, at the Magistrate's court, yesterday, with disorderly conduct.

Mr. Leo d'Almada appeared for the Leung faction, and Mr. E. L. Agassiz for the Chings.

Inspector Kent remarked that the missiles might have killed a passer-by. He asked for deterrent punishment to prevent a recurrence of these disorders.

Messrs. Almada and Agassiz said that binding the men over would be sufficient.

Mr. Hutchison thought otherwise. He required that the men should put up a security of \$25 each. They could very easily find that sum, as their clans were wealthy and well-represented in Hongkong. He bound them over in a personal bond of \$100 each, and a security of \$25 each, to keep the peace for six months.

requested him to give the benefit of it to his clients. There had been no obstruction for which his clients could be held responsible. If there was, the Police should have preferred that charge instead of the puerile charge that was added later.

The Captain-Superintendent of Police (who had just arrived): There was no need for that. (To the Magistrate): I regret being late, but I could not get off earlier.

Mr. d'Almada: No need for what? Mr. Wolfe (to the court): He said we must prefer a charge of obstruction. Mr. d'Almada: I said "should." Inspector Brazil: It looks as if there was an attempt to boycott Japanese goods. Mr. d'Almada: The Inspector has no right to speak. The O.S.P. is prosecuting. Continuing, Mr. d'Almada asked the Magistrate not to take into consideration what was happening in Canton, Shanghai, and other places. The Magistrate was not there to vindicate the O.S.P. or the Police. He was not a branch of the Legislature. He was bound to consider the evidence only, and if he decided that an offence had been committed to pass sentence. There had been no offence committed, and there was no evidence at all regarding obstruction. He submitted that his clients were entitled to be discharged.

Mr. Lindsell: I find no evidence against the defendants that they exhibited or carried a public notice, but I find them guilty of forming a procession. It seems a trivial matter.

Mr. Wolfe: At the first day's hearing I said the case was a paltry one and was promptly brought to book by your Worship and Mr. d'Almada. I am not pressing for a heavy penalty, but I wish a substantial fine imposed.

Mr. Lindsell thought it unfair to fine small boys heavily.

Mr. Wolfe said that if small boys defied the law they must accept the consequences of their act. Demonstrations of that sort would be sure to lead to serious breaches of the peace. He called the Magistrate's attention to what was happening in Canton and Shanghai. In Peking, school boys were running the Government. As a representative of peace and order it was incumbent on him to take all precautions to prevent any breach of the peace.

Mr. Wolfe wished to know whether Mr. Wolfe was of opinion that the procession had been organised by the teacher. Mr. Wolfe replied that that was his belief, but there was no evidence to prove it. Demonstrations of that sort would cause serious trouble, lead to bloodshed, and have a disastrous effect on the Colony.

Mr. Lindsell found all the nine defendants guilty. He inflicted no punishment on eight of them as they were little boys. The ninth was ordered to pay a fine of \$10.

The case against the other two boys, arrested later and charged with obstruction, was then proceeded with. Mr. Leo d'Almada, appearing for them, said the crowd following the boys could not be regarded as "part and parcel" of the boys, so to say.

Mr. Wolfe remarked that there was no doubt that these two did cause obstruction. They were big boys and ought to have known better.

They were found guilty and fined \$3 each.

Mr. d'Almada asked that the umbrellas be returned to his clients.

Mr. Wolfe had no objection, provided Mr. d'Almada undertook to "obliterate" the offending characters.

## THE LATE INSPECTOR TERRETT.

ACTUAL DETAILS OF THE TRAGEDY.

We have just received the following details of Inspector Terrett's death: Inspector Terrett was ordered to proceed to Canton to make certain investigations. He left Hongkong, and on reaching Canton saw the Chinese Police authorities there. They assigned him the usual escort to accompany him in his search, and, after making the necessary arrangements for the journey, he started for the East River, Waichow being his first objective.

Inspector Terrett and his escort took passage on a Chinese ferry-passenger boat, towed by a launch, which goes direct to Waichow. The East River was flooded at the time and had a strong current. At about 2 a.m. it appears that Inspector Terrett left his cabin, and it is assumed that he overbalanced and fell into the river. Some women passengers, who were in an adjoining cabin, heard a heavy splash in the water. The steersman also heard the splash and at once stopped the launch. It was very dark at the time. An examination of the passengers proved that the Inspector, who was the only white man aboard, was missing, and a sampan was lowered and a search party set out to scour the river. For over two hours a search was vigorously maintained, but without result. The launch then proceeded to Waichow where the accident was reported. A sampan was left behind by the launch as it had not turned up when the launch proceeded. It appeared a day later, after the report had been made to the authorities.

When the launch reached Waichow a report was made to the Chinese Magistrate there, and he immediately sent messages to the various villages down the river to be on the look out for the body. Besides these instructions he sent messages to the Chinese authorities, who, in turn, informed the British Consul at Canton of the unfortunate accident. These messages were subsequently transmitted to Hongkong.

On the day following the accident, at noon, about fourteen hours later, information was received, that the body had been picked up by a fisherman at Pok Lo, several miles away. The body was taken to an old temple, and the Magistrate and Dr. Cousins, a missionary, held an examination. They found nothing of a suspicious nature. A message was sent to the Hongkong Police that the body had been found, and Inspector Garrod proceeded to Shek Lung to receive the body. Mr. C. G. Perdue, A.S.P., also went up to Canton to carry on investigations. After some delay, owing to various minor details that had to be attended to, the body was brought to Shek Lung on Tuesday, and Mr. Perdue made investigations into the accident, being assisted by Mr. Wei Pui, the Secretary for the Chinese Police. The passengers on the boat were examined, and also the Captain, who had been detained but was subsequently released. The conclusion they arrived at was that Inspector Terrett met his death as the result of an accident and that no one was to blame in the matter.

Dr. J. T. Smalley held a post mortem examination on the body when it was brought to Hongkong and found neither injuries nor anything else suspicious.

During the hearing of a case at the Magistracy, on Wednesday evening, the Crown Solicitor referred to the death of Inspector Terrett. He said:—Before proceeding, your Worship, I should like to express our great regret at the tragic death of Inspector Terrett, who was in charge of this case (The Trade Marks case heard by Mr. B. E. Lindsell). I have known him for a number of years and more particularly during the last three years, when I have had many cases with him. I found him to be a most efficient officer, and his untimely and tragic death will be felt both by the Government and the Police Force. I only wish to express our condolence to the widow and family, and to convey our sincere sympathy to them in their bereavement.

Mr. F. X. d'Almada, who was in Court, said: Your Worship, on behalf of the legal profession, I wish to endorse the words of the learned Crown Solicitor in expressing regret at the loss of Inspector Terrett.

## SPORT.

## LAWN TENNIS.

R.A.M.C. "A" TEAM v. 82nd CO.  
R.G.A. "A" TEAM.

There was some interesting tennis in the Garrison League at the Military Hospital, Bowen Road, on Wednesday, when the 82nd Co. R.G.A. "A" team, although winning five sets out of the nine, lost to the R.A.M.C. "A" team by 3 points—39 games to 42. The gunners, too, had the distinction of winning one of their sets by nine games to love, Tal found and Davis beating Theyers and Taylor by this margin. After various fluctuations, each side alternately taking the lead, the last set commenced with the scores level. The artillerymen started by winning the first two games, and it seemed that they might win the five necessary for the victory of their team, but good play by McKechie and Webb eventually gave the R.A.M.C. the set by 6 games to three. Scores:—

C.Q.M.S. Tal found and Serjt. Davis beat Capt. Burn and Lieut. Kirby, 5-4; beat Serjt. McKechie and Lieut. Webb, 5-3; beat S. Serjt. Theyers and Serjt. Taylor, 9-0.

C.S.M. Pragnall and Serjt. Armata beat Capt. Burn and Lieut. Kirby, 5-4; beat S. Serjt. Theyers and Serjt. Taylor, 5-4; lost to Serjt. McKechie and Lieut. Webb, 3-6; lost to S. Serjt. Theyers and Serjt. Taylor, 2-7.

Corpl. Rollitt and Bomb. Amy lost to Capt. Burn and Lieut. Kirby, 1-3; lost to Serjt. McKechie and Lieut. Webb, 3-6; lost to S. Serjt. Theyers and Serjt. Taylor, 2-7.

## A SPECIAL SHOW OF DRESSES

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WILL BE HELD ON

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Hongkong, March 3rd, 1912.

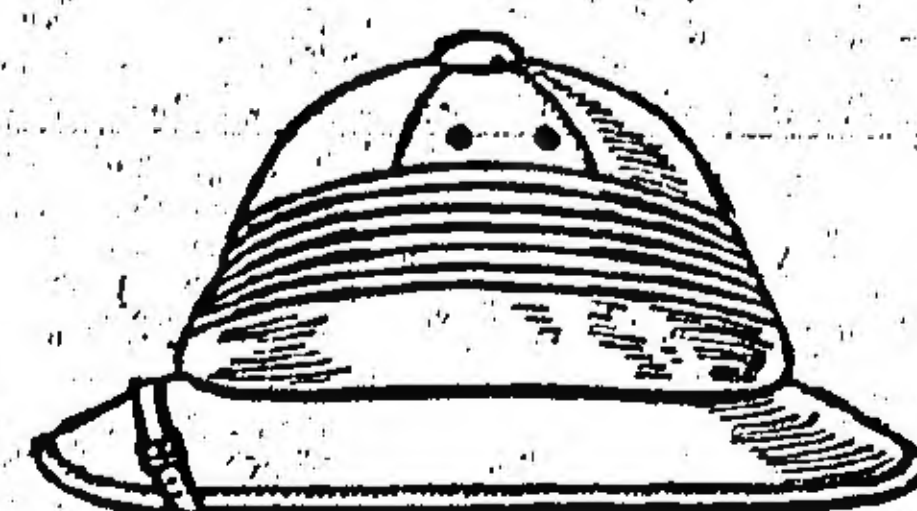
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Care of "Daily Press" Office.  
[871]

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. A. N. MARUYEAWALA has Dissolved Partnership by mutual consent as from May 1st, 1919.

The undersigned are not responsible for any debts incurred by him,  
P. D. GOTLA & CO.  
Hongkong, June 12th, 1919. [62]

## VICTORIA DISPENSARY.

## NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 33, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescriptions books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.  
F. W. STAPLETON, Manager.  
Hongkong, May 28th, 1919. [832]

## NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 99 & 101 Des Voeux Road Central, (opposite to west corner of the Central Market) Telephone 309.  
Hongkong, May 28th, 1919. [808]

## NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that redemption of the Bonds drawn on May 15th (second drawing) will begin on June 3rd, 1919.

Payment in cash or in equivalent will be made at the BANK OF CHINA and the BANK OF COMMUNICATIONS or any of the branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.  
Any Bond of which the following are the two terminal numbers: namely, 05, 12, 24, 34, 45, 48, 55, 64, 74, 89 and 94, is a drawn Bond.

F. A. AGLEN,  
Inspector General of Customs.  
Hongkong, June 6th, 1919. [858]

## A. S. WATSON &amp; COMPANY, LTD.

## NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—

GENERAL STORE, 8.30 A.M. to 6 P.M.  
WINE DEPARTMENT, Saturdays 8.30 A.M. to 1 P.M.  
and Warehouse, 10 A.M. to 1 P.M.  
DISPENSING DEPARTMENT,  
8.30 A.M. to 6 P.M.  
(including Saturdays).  
Sundays 10 A.M. to 1 P.M.  
6 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.  
No Medicines can be obtained after closing hours as above.

A. S. WATSON & CO., LTD.  
Hongkong, June 4th, 1919. [849]

## WANTED IMMEDIATELY.

FOR SALE. Male STENOGRAPHER versed in General Office Work. Testimonials required. Apply, stating salary, to—

Box No. 865,  
Care of "Daily Press" Office.  
[865]

## TO BE LET FURNISHED.

From July 1st.

NO. 7, MOUNTAIN VIEW, THE PEAK.

Apply to—  
W. L. PATTENDEN,  
Graham & Co., Ltd.,  
84, Des Voeux Road Central.  
[787]

## TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.

Address—  
Care of "Daily Press" Office.  
[682]

## TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.

Apply to—  
PERCY SMITH SETH & FLEMING  
[822]

## TO LET.

A FLAT in Nathan Road, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings  
61

## THE PEAK.

FOR SALE. A FIVE-ROOMED Residence.

For particulars apply to—  
Care of "Daily Press" Office.  
[484]

## INTIMATIONS

## WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company Offices on TUESDAY, JUNE 17TH, 1919, at 11 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th June, to the 17th June, 1919, both days inclusive.  
By Order of the Board of Directors,  
H. O. HOLT,  
Secretary.  
Hongkong, May 29th, 1919. [835]

## FRENCH LESSONS.

A YOUNG LADY desires a few pupils (Children and/or Grown-ups) for French Lessons, between the hours of 2 P.M. and 8 P.M. daily. Terms moderate.  
Apply—  
Box 866,  
Care of "Daily Press" Office.  
[866]

## K WONG FAT.

## NEWLY ESTABLISHED.

DEALERS IN  
ALL kinds of IVORY, SANDALWOOD, MOTHER-OF-PEARL and SILVER WARES, WHOLESALE and RETAIL.  
37, QUEEN'S ROAD CENTRAL, HONGKONG. [815]

## FOR SALE

## AT

## SWATOW.

THE VALUABLE SITE on Main Street, Kialat, 290 feet in length, 120 feet water frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks, Water, Electric Fittings, Vegetable Garden, fine Garden with Large Shade Trees. Beautiful View of the Bay and surrounding hills.  
For particulars apply to—  
Box No. 859,  
Care of "Daily Press" Office.  
[859]

## G. R. NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.

## G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of June, 1919, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY, the OFFICER ADMINISTERING the GOVERNMENT of One Lot of OBOWAN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a GOVERNMENT to be fixed by the Surveyor of His MAJESTY the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Regulatory No.	Locality	Boundary Measurements	Contents	Buy in	Up to
1	100	Obowan	100' x 100'	1.176.132	1.176.132	1.176.132

## NOTICE TO CONSIGNEES.

RE "VENEZUELA", VOY. 12-OUT.  
FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading are issued.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 16th, at 10 o'clock.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 18th, will be subject to rent.

No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for counter-signature immediately.  
PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRA BUILDINGS.  
Hongkong, June 11th, 1919. [870]

## INTIMATION



BY APPOINTMENT.

# WATSON'S DRY GINGER- ALE.

FRAGRANT, ABOMATIC, DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Bottles, \$1.20 Per Dozen.

Splits, 70 cts. "

## A. S. WATSON & CO., LIMITED.

## REFRIGERATED WATER MANUFACTURERS

TEL. 436

## MARRIAGE.

BELL-MACLEAN, At H.E.M. Consulate, by Sir E. D. H. Fraser, K.C.M.G., on June 4th, and afterwards at the United Church, by Rev. C. E. Darwent, P.P.S., Marine Engineer, Shanghai, to ELIZABETH ANNIE MACLEAN, Inverness, Scotland.

## DEATHS.

PETERSEN.—At Hankow, on June 2nd, ANDRUS PETERSEN, of Copenhagen (A. Petersen & Co., Hankow), of pneumonia, aged 43.

SLOAN.—At No. 183, Bubbling Well Road, Shanghai, on June 5th, ROBERT JOHN SLOAN, M.D., aged 81 years.

HONGKONG OFFICE: 114, DES VOEUX ROAD, C. LONDON OFFICE: 151, FLEET STREET, E.C.

## The Daily Press

HONGKONG, JUNE 13TH, 1919.

## DISTRACTED CHINA.

It is a remarkable commentary on the mentality of the Chinese that they should be more concerned with the award of the Peace Conference, which regarded Japan as the successor of German rights in China, than with the healing of their own dissensions, which are responsible for two Governments functioning in the country and maintaining conditions which would not be tolerated by any people possessing a proper sense of nationality. It may be that they realize that the politicians are playing a game; that they are working for their own material interests; and that, in spite of all, China will muddle through as she has done in so many crises during the past eighty years. At any rate, it is obvious that they do not attach very much importance to the deadlock which has occurred again in the Shanghai Peace Conference. Perhaps they are right. Things in China are not always what they seem. There is so much of the theatrical in Chinese politics that one can never be sure whether the events taking place are natural and real, or whether they are designed merely to create an impression desired by the principals. For these reasons it is difficult to

say whether the deadlock at Shanghai is as serious as it appears to be. At any rate, hopes are still entertained that the delegates will be persuaded to resume their negotiations. Various organisations have represented to them that it is imperative to provide a solution of the present difficulties, and the President is also working to this end, while the report that the militarists, northern and southern, are seeking a rapprochement may be intended to make the Conference see reason.

Meanwhile, a new force has appeared in politics, and it is significant of the changes that are taking place in China. The students throughout the country are engaged in a campaign to rouse the people to a sense of the wrongs of which Japan is held to be guilty, and it must be admitted that they have met with remarkable success. The boycott idea has spread rapidly. It may not be well-timed, considering that about 90 per cent. of China's imports are derived from Japan, but this consideration does not seem to weigh at the moment. Happily there are signs now that the ferment may subside, as the Minister for Finance, the Minister for Foreign Affairs, and the late Ambassador to Japan—who are regarded as having betrayed the interests of the nation—have deemed it advisable to tender their resignations, and these have been accepted. This has produced a soothing effect upon the people, and the "strikes" which have been declared are ending. Fresh difficulties, however, have arisen. The Cabinet, in a body, has tendered its resignation, and the President has followed suit. As a consequence, there is a somewhat Gilbertian situation. Parliament has taken no action upon the President's letter of resignation, because the document has not been counter-signed by the PREMIER, and the PREMIER cannot resign because, presumably, there is no PRESIDENT. Power now rests with Parliament, which is controlled by the On Fook party. This party has been working for the downfall of the Government and the election as President of TUN CHU-JUI, the PREMIER who was responsible for the cleavage between the North and South two years ago. If TUN's followers achieve their object there will be little prospect of peace in China. Efforts, however, are being made to persuade the PRESIDENT to remain in office, and it is to be hoped they will prove successful.

H.M.S. *Carlisle* is leaving Hongkong shortly for Vladivostok, where she will remain for some months.

Mr. J. W. Franks, Asst. Superintendent of Victoria Gaol, was sworn in as a Justice of the Peace, yesterday, by Mr. E. O. Hutchison.

Four cases (four deaths) of bubonic plague, and one case (one death) of enteric fever were reported in the Colony on Wednesday.

A Chinese, who sustained serious injuries as the result of a log of wood falling upon him in Wanchai, succumbed to his injuries at the Hospital.

The total output of the Kailan Mining Administration's mines for the week ending May 31st, 1919, amounted to 62,195 tons and the sales to 67,376 tons.

For selling wool to which a false trademark had been applied several shopkeepers were mulcted in fines at the Magistracy, yesterday, ranging from \$50 to \$100.

It is understood that Corporal Scott, of the Royal Engineers, the heavy-weight boxing champion of Hongkong, who is now at Malta, is shortly to be transferred to this Colony.

H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.) is slightly indisposed and was not able to preside over the meeting of the Legislative Council, yesterday.

Now that Sir Hugh Clifford has been appointed Governor of Nigeria, conjecture is again busy appointing a successor to Sir Arthur Young in the Straits Governorship. The latest name is that of Major Sir J. R. Chancellor, R.E., K.C.M.G., D.S.O., present Governor of Trinidad.

A Chinese attempted to commit suicide by jumping off the *Sui Tai* when the vessel was passing through Lamma Channel. An alarm was raised, the vessel was stopped, and the would-be suicide was picked up from the water and brought to Hongkong, where he was given into the custody of the Police.

Mrs. Taylor, wife of Captain Basil Taylor, Harbour Master, and Miss Taylor returned to the Colony on Wednesday, on the *Venezuela*.

In consequence of the strike in Shanghai and the disorganisation of shipping, Messrs. Butterfield and Swire received a telegram on Wednesday advising them not to dispatch ships from Hongkong to that port. Yesterday morning, however, another telegram countermanded the previous request, and shipping matters are therefore normal.

The death occurred, with tragic suddenness, on Wednesday, of Commander Pintos Basto, of the Portuguese gunboat *Moquea*, which is just now in the Naval Dockyard, Hongkong. Commander Basto was travelling to Hongkong on the *Sui An* on Wednesday, when he fell down on deck. On being lifted, it was found that he was dead. The funeral took place at Macao.

The Banvard Musical Comedy Company will not, as at first intended, open another short season in Hongkong this week. They leave to-morrow by the *Archer*, which has just come out of dock, for Vladivostok, where, by arrangement with the American Government, they will play to the American troops. They hope to return to Hongkong in about six weeks' time. The Laura Guerita Company, which is now in Tientsin, will visit Hongkong on June 26th.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospital:—\$15 from the Hon. Mr. C. G. Alabaster, O.B.E.; \$10 each from Messrs. L. A. Gossard, S. E. Green, W. C. Jack & Co., Kelly & Walsh, A. MacKenzie, N. Mody & Co., S. Moutrie & Co., J. D. F. Mulder, Ray & Falconer, O. H. Ritter, A. Ritchie, Robert Dellar, Percy-Smith, Seth, & Fleming, F. P. Talati, and Union Trading Co.

An attempt was made, some time in the early hours of Wednesday morning, to break open the lock of Messrs. Sheriff Bros. jewellery store. When Mr. Sheriff attempted to open it yesterday, he found unmistakable signs of it having been tampered with, and he was unable to open it with the usual key. The lock had to be broken. An examination of the shop showed everything intact. That anyone is able to operate on a door in such a centre will be a source of wonder to many. A constable is stationed all night at the corner and patrols make regular rounds of the European business quarter.

## FAREWELL TO M. KREMER. DEPARTURE OF POPULAR FRENCH CONSUL.

About 60 members of the Hongkong Club foregathered at the Club, on Wednesday night, to say farewell and *bon voyage* to M. Paul Kremer, Vice-Consul for France, who left the Colony, yesterday, on the *Empress of Asia*. The greatest conviviality prevailed. Among other members of the French community present were: MM. de Journal, Haecorne, Colin, Sire, Tourlet, Lapique, Floquet and Gony.

After the toasts of H.M. the King and the President of France had been honoured, Mr. C. H. P. Hay, the Chairman, proposed the toast of their guest in a happy speech. He emphasised the fact that M. Kremer was one of the most popular figures in the Colony. During the eleven years he had been in the local French Consulate, all who had come into contact with him had learnt his real worth. Mr. Hay also referred to the keen interest M. Kremer took in racing, asking those present to "Bend Over" and "Swallow" the contents of their glasses. They all hoped he would return to Hongkong.

M. Kremer, who met with a reception reminiscent of the occasion when he was reduced to tears at the Hongkong Club on Armistice Day, thanked his friends for the honour they had done him, and echoed the hope that he would be sent back to Hongkong where he had so many genuine friends.

A musical programme, to which Messrs. E. G. Anderson, G. F. Dumbarton, and many others contributed, helped to extend the function, which was voted one of the most enjoyable that has taken place at the Club in recent years.

We understand it is not likely that M. Kremer will return to Hongkong. By many kind deeds and quiet generosity, he has made himself one of the best liked residents in the Colony. He goes to Ningpo to meet his brother, who is Commissioner of Customs there, and will pass through Hongkong on his way to France on the *M.M. Vera*.

M. Haecorne, who arrived in the Colony recently from Foochow, where he had been attached to the Consulate, will succeed M. Kremer. M. Haecorne has been in the French Consular Service for the past 15 years, having served at Peking, Swatow and Chefoo.

## FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

## A GILBERTIAN SITUATION.

PEKING, June 11th.  
Parliament this afternoon discussed the President's letter of resignation, but took no action because it was not counter-signed by the Premier.

A curious situation thus arises. The Premier cannot resign because, presumably, there is no President; and the President cannot resign because there is no Premier.

## THE QUORUM FOR THE BUDGET.

Parliament also discussed the Budget, but action was impossible as, owing to some members leaving, there were not sufficient to form a quorum.

(By Courtesy of "The Commercial News.")

## WHOLESALE RESIGNATIONS.

SHANGHAI, June 12th.

A mandate has been issued allowing Tso Yu-lun, Luk Chung-yi, and Chang Chung-pheng to resign.

The strike has ended in Tientsin. The shops in Shanghai are also beginning to open.

The whole Cabinet tendered its resignation to the President on June 10th.

The President also has "tendered his resignation to Parliament. The latter explains that at this critical juncture in diplomatic relations, he cannot carry on his duties without support from the people, and the Parliament. He therefore deems it best to resign his position.

Power now rests with the Parliament, which is controlled by the On Fook Party, who have been working for the downfall of the present Government and the election of Tuan Ki-sui as President.

The railway employees and telephone operators have resumed work.

Several hundred representatives from various commercial, industrial, labour, educational, and Press Associations held a meeting late last night.

Since the news of the dismissal of the traitors has been confirmed by telegrams received by the British and French Consulates, it has been decided that all shops resume business at two o'clock this afternoon.

They also passed a resolution that Tuan Ki-sui and Chao Shu-tang shall not be allowed to resume power again.

Parliament has returned. Chi Sai-chong's resignation.

The Diplomatic Corps held an emergency meeting and decided to persuade Chu Sai-chong to remain.

## SHOPS RE-OPEN.

SHANGHAI, June 12th.  
All the shops re-opened at two o'clock this afternoon. The national flag was flown from many buildings, and crackers fired. The whole town has a festive appearance—as though it were New Year day. Business has been resumed, and things have reverted to their normal position.

(THROUGH REUTER'S AGENCY.)

## CABLE DELAYS EXPLAINED.

LONDON, June 5th.

In the House of Commons, at question time, Mr. A. H. Illingworth, stated that, owing to the congestion of the Eastern Telegraph Company's cables, arrangements had been recently made to suspend priority of transmission for Government telegrams, except really urgent ones. Consequently, Government telegrams were now dealt with in a manner similar to commercial telegrams, and special steps were being taken to reduce their number and length. He admitted that many messages for Australia were taking ten to twelve days. (Laughter.)

The cables to Gibraltar had been restored, but faults in one or two prevented their full use.

The American Pacific cable was still interrupted, but he hoped it would be repaired in a few days, thus somewhat relieving the congestion to the Far East.

Mr. R. A. Sanders stated that the Government was giving attention to the question of permitting business cablegrams to be sent in private codes.

## JAPANESE OCCUPATION OF SHANTUNG.

PARIS, June 5th.

A Havas message states:—Kong Siang Ke, President of the Provincial Council, Shantung, said, at a banquet in his honour in Paris:—The Chinese followed the same ideals of justice and humanity for centuries.

The bay of Tsingtao controls all the Custom Houses in the district. The Japanese had got a monopoly of coal by control of the railway. All China was threatened by the Japanese occupation of Shantung.

At Holy Trinity Church, Sloane Street, a memorial service for the late Mr. William Gair Rathbone was held recently. In addition to the members of the family, there were also present Sir Charles Addis, Viscount Goschen, Sir Harry Wilson, Sir Montagu Turner, Sir Thomas and Lady Sutherland, Sir Valentine Chirol, and many others. Mr. Rathbone was a member of the London Committee of the Hongkong and Shanghai Bank and a director of the P. & O. Co.







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FISK established quality at Fisk Low Prices offers car owners for the first time an absolutely sure way to cut tire costs.

You can get Fisk Non-Skid—the most effective traction and non-skid tire—at a price lower than is charged for many plain treads.

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Motor Dept.

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## Economy.

Owing to the quality and concentration of its ingredients, **LEA & PERRINS' SAUCE** is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.



Observe the signature

*Lea & Perrins*

in white, across the red label on every bottle.

## Fook Lee & Co.

METAL & HARDWARE MERCHANTS  
HOUSE & SHIP BUILDING MATERIALS.

Head Office: 22, 23 & 24, Hiller St. Telephone 1174.  
Branch Office: York Building, Chater Rd. Telephone 1950.

## WHAT EVERY ONE NEEDS.

is a little corrective medicine from time to time. Bodily ailments are the common lot of the majority of mankind. Fortunately, most of these ailments are not in the beginning, serious and if taken in time are easily amenable to simple treatment. Among them are derangements of the digestive system. As soon as you feel that there is anything wrong with the stomach the best course you can adopt is to take a dose of Beecham's Pills. In all probability relief will be experienced even after the first dose of this excellent preparation and perseverance with the remedy will insure a sense of freshness, of energy, of buoyancy—as the result of the improved working of the organs of digestion. There are few forms of ordinary dyspepsia, biliousness, headache or constipation that will not yield to the curative influence of

## BEECHAM'S PILLS

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. Specially suitable for the ailments of females of all ages. They have helped thousands, and recommended themselves.

Sold everywhere in boxes, price 9d (36 pills) 1/4d (56 pills) & 2/9 (168 pills).

## "MONTERRAT" LIME FRUIT JUICE

The best drink when you're hot and thirsty.

IT COOLS THE BLOOD AND KEEPS YOU FIT.

OBTAINABLE FROM THE STORES.



## FINAL TIGRIS VICTORY. OUR ARMY'S GREAT RECORD.

15,300 PRISONERS; 230 GUNS.

A supplement to the *London Gazette* contains a despatch from Lieut-General Sir W. R. Marshall, commanding the Army in Mesopotamia, dealing with events in that theatre from October 1st to December 31st last. It was on the morning of the day when the armistice was concluded (October 31st) that the final operations of the campaign were brought to a successful conclusion by the surrender of the last Turkish army on the Tigris, and the opening of the road to Mosul.

The bulk of the Turkish forces (consisting of about 9,000 rifles and fifty-nine guns) were located on the Tigris, in a position of great natural strength astride the Fatha Gorge. The enemy's right flank was protected by two formidable ranges of hills, which could not be turned owing to lack of water in the desert. Only light armoured cars could operate in this direction, and a direct attack on the main position would have proved very costly. The plan adopted, therefore, was to turn the left of the Turkish position on the Tigris and force a crossing of the Lesser Zab, thus getting their right bank positions in enfilade, and so enabling our troops on that bank to attack with greater chance of success. Having cleared the left bank of the enemy, it was then intended to cut his line of retreat on Mosul by means of cavalry working up the left bank and by light armoured motor-cars moving round the enemy's right.

These operations, begun on October 23rd, were brilliantly carried out. The Turks were speedily forced to abandon their strong position, and on the 25th one of our columns drove back superior enemy forces and occupied Kirkuk. Next day the 11th Cavalry Brigade, sweeping round the left rear of the Turks, forced the Tigris fourteen miles upstream from Sbehat, and seized the Huwaisi Gorge, thus blocking the route to Mosul. At the same time the light armoured cars, moving round the right rear of the enemy, cut the telegraph line to Mosul thus isolating the Tigris force from the 6th Turkish Army Headquarters. Thereafter, continuous pressure was maintained on the enemy, although the advance through difficult country, in great heat and with insufficient supplies of water, imposed a great strain on all arms.

On October 28th the 17th Division closed with the Turkish rearguard, which was holding a position three miles south of Sbehat, and drove it from its trenches. In this attack the assault by the 2nd Royal West Kent Regiment was particularly gallant, and carried through to the enemy's rear-most line of trenches, over 500 prisoners and eleven machine-guns being captured. During the day Turkish reserves, some 5,500 strong, with several batteries of artillery, made repeated attempts from the south to break through the 11th Cavalry Brigade, but their attacks were unsuccessful. In the evening the 17th Cavalry Brigade, after a march of seventeen hours from Fatha, in which they covered forty-three miles, and crossed the difficult Hadramiya Ford, where several men and horses were drowned, joined the 11th Cavalry Brigade, and took over the protection of the right bank. All troops on the right bank north of the enemy's main body were now under the command of Brigadier-General Cassels, who conducted the operations which barred the retreat of the Turks to Mosul.

The position now was that a stubborn and not yet defeated enemy lay between Cassels' command and the 17th Division. The troops were urgently in need of rest, the 17th Division had been marching and fighting for the preceding four days under most arduous conditions. The 11th Cavalry Brigade had been continuously in action for seventy-two hours, and all had made very long marches. Nevertheless, it was imperative to call on the troops for renewed exertions in order to close in on the enemy and force his surrender. During the night (October 28th-29th) the Turks made repeated attempts to break through to the north, but were each time repulsed. In spite of exhaustion, darkness, and abominable roads, the troops of the 17th Division responded magnificently to the call made on them, and by eleven a.m. on the 29th had driven back the Turkish rearguard to the main body, which was holding a position north of Sbehat. This position consisted of successive lines of hasty entrenchments commanding a series of ravines which had to be crossed by the attackers. Early in the afternoon the attack was launched against this position and the face of a gallant fight. While this was in progress the Turks delivered heavy and vigorous counter-attacks, which in one place reached the line held by the supporting battalions, before it was stopped and dispersed with heavy loss by an immediate counter-attack.

Meanwhile a serious threat from Turkish reinforcements moving down from the Mosul direction developed against Cassels' right flank. These troops established themselves with guns and machine-guns on the high bluffs near Hadramiya, but were promptly dealt with by the 7th Cavalry Brigade. The 13th Hussars galloped across the loam-diminished under the bluffs, and led by their colonel, carried the position by assault, many Turks being accounted for with the bayonet. Mounted pursuit by the remainder of the 7th Cavalry Brigade, cleared away further menace from the north, and resulted in the capture of 1,000 prisoners, with two guns and twelve machine-guns.

The enemy's avenues of escape northwards were now effectively blocked thanks to the skilful and resolute handling of his detachment by General Cassels, and the firm determination of his troops, who repulsed every attempt by the enemy to break through. Gripped as in a vice, with his men packed in ravines, which were raked by our guns from across the Tigris, Ismail Hakki, the Turkish Commander, found himself in a hopeless position, and no relief was in sight. At dawn on October 30th, just as our troops were about to renew the attack, white flags appeared all along the Turkish lines, and later on Ismail Hakki surrendered in person.

(Continued at foot of next column.)

## TAUGHT BY THE ENEMY.

(By ST. JOHN ERVINE.)

I met a brother-officer lately, and asked him what he thought of Germany. He said that he had not seen much of it, but that he was immensely impressed by the little that he had seen.

"Do you know," he said, earnestly, "that in little German villages, every house has electric light and central heating!"

I shook my head.

"I tell you," he said, "it was something of a change to go into billets in Germany after the stinking farms in France; and when I come and look at our villages here in England—still using candles and paraffin lamps, or, in a very advanced village, an offensive sort of gas that can't be trusted to give a steady light for an entire evening, I wish I could transplant a German village to England. Central heating and electric light in every cottage—and if you propose central heating in England people think you have gone out of your mind!"

My friend told me that our soldiers in Germany are even more impressed by German organisation than they were by French industry, and that is saying a good deal; and the countrymen among them who compare the well-lit and warmed cottages in German villages with the insanitary, dark, and cold cottages at home, are beginning to wonder why housing conditions in England should be very inferior to housing conditions in Germany.

There is a village with which I am acquainted in which there is a constant and copious water supply—running into the sea. Every day of every year that stream, which is powerful enough to supply electricity to every house in the village, pours itself into the sea, and beyond a limited use for drainage purposes no use is made of it. And what is true of that village is true of hundreds of villages throughout the country. Oil lamps are used to light the streets of the particular village of which I am writing. A man begins to light them about six o'clock in the evening. By the time he has reached the last lamp and lit it, it is time to put it out again!

And while that man is toiling round the village, lighting each paraffin lamp, thousands of gallons of water are pouring down the "brook" in the sea. If the village were lit by electricity, the man could light all the lamps in the village streets in a minute or two by means of one or two switches, and extinguish them with equal rapidity; but the village goes on with its mess and expensive and cumbersome paraffin lamps, and lets the water run to waste.—*Express*.

## REOCCUPATION OF BAKU.

Thus ended the last battle fought in the war by a Turkish army. The total captures during the operations amounted to 11,322 prisoners (including 643 officers), 51 guns, 130 machine-guns, over 2,000 animals, three paddle-steamers, and large quantities of gun and rifle ammunition, bombs, a complete bridging material, and war material of all kinds. General Marshall at once pushed on his cavalry towards Mosul. They were within twelve miles of the town when news of the armistice was received, but the place was duly occupied as a "deterrent to disorder."

The remainder of the despatch deals with the reoccupation of Baku, which General Marshall was instructed to undertake immediately after the armistice. A fleet of seventeen transports, conveying the 39th British Infantry Brigade, under Major-General W. W. Thomson, left Enzeli on November 16th, and were joined by ships conveying General Bichakov's Russian force. The expedition was accompanied by French and American representatives, and the vessel conveying General Thomson entered Baku at the head of the combined fleets flying the flags of Great Britain, France, Russia, and America. Our troops landed without opposition, and Baku was taken over from the Turks, who completed their evacuation of the town during the afternoon, and small force was also despatched to Krasnovodsk in order to secure that place as a naval base, and to deny it to the Bolsheviks, who were holding Astrakhan in strength. Portions of this Krasnovodsk detachment were taken to assist in the fighting near Askabad and Mary.

Towards the end of the year troops from our Salonika force landed at Batoum and Baku and Krasnovodsk passed out of General Marshall's command, as it was considered easier to maintain troops at these places by the Batoum-Baku line. The Commander-in-Chief concludes:—

"The campaign in Mesopotamia has lasted just four years. From small beginnings, when Basra was captured on November 6th, 1914, the ration strength of the force when Mosul was occupied had grown to some 420,000, including labour battalions. The area of territory of the Turkish Empire which has been conquered and occupied amounts to 114,000 square miles. The sphere of operations has included Trans-Caucasia and Trans-Caspia, and detachments, furnished by the force are being employed over territory extending from Deir ez Zor on the Euphrates, 230 miles north-west of Baghdad, to Merv, in Trans-Caspia, some 1,450 miles north-east of Baghdad. Actual captures since the beginning of the campaign amount to 45,500 prisoners and 250 guns, together with vast quantities of war material of all descriptions.

These results have been achieved in a country destitute of shade in summer and impassable owing to floods in wet weather, and are a lasting record of the gallantry and endurance of the officers and men, both British and Indian, who have fought unconflinantly in spite of heat, thirst, rain, and discomfort for four years in Mesopotamia. No general has ever, I venture to think, been more loyal, served, and I take this opportunity of expressing my most grateful thanks to all ranks and all services who have fought so gallantly, worked so hard, and, in devotion to duty, have made the Mesopotamia Expeditionary Force an army in which all can be proud to have served."

## BEAUTY WHO WAS A GERMAN SPY. APPLICANT FOR A POST AT WHITEHALL.

Fascinating stories have come to light concerning the exploits of the women spies whom the German Government despatched to Great Britain during hostilities. Numerous female agents of enemy and neutral nationality were captured, but only half a dozen of so were convicted of espionage at the Central Criminal Court and sentenced to be shot or sent to penal servitude for life.

The *Daily Express* is able to give an account of the adventures of a young Norwegian who deceived the Ambassador of a friendly Power and tried to smuggle military secrets through an official and unscrupulous despatch bag to the head of the German secret service in Holland.

## LIKE A SCHOOLGIRL.

She was petite and pretty, looking little more than a schoolgirl, and friends admiringly described her as "the Belle of Norway." The woman came to London early in the war, and specialised in obtaining information regarding arsenals, munition factories, aeroplane works, and the movements of the army. She was favoured with introductions to notabilities and was welcomed in Government and political circles. Her radiant features and fascinating manners proved irresistible to those whom she met at social functions, and she enjoyed a measure of freedom and hospitality experienced by few of the Kaiser's emissaries.

"The Belle of Norway" made the acquaintance of young stiff officers, and employed the charm of her personality to the fullest advantage in her treacherous mission. The fair spy's ambition was to get behind the scenes at the War Office, and she all but succeeded in her quest. She sought a post as private secretary at a critical stage of hostilities, but by a happy stroke of fortune the appointment was given to an English girl. She frequented fashionable hotels after she had been foiled in this attempt, and became familiar with important State officials and the secretaries of various legations. Beauty conquered the discretion of one youthful diplomat, and he went perilously near to betraying the neutrality of his country and seriously compromising his Government. The affair caused a great stir at the War Office and Downing-street.

## AT THE OLD BAILEY.

She was taken into custody and summarily interrogated by the Director of the British Intelligence Department. Her record was minutely examined, and the Government found that it had harboured and befriended a most dangerous German agent, whose activities eclipsed even those of "Mata Hari," the Indian rope dancer, who was shot by the French. The woman was tried at the Old Bailey, and when the judges pronounced the capital sentences she collapsed in the arms of a warder.

This is how the censor told the world of the fate of the "Belle of Norway."

Press Bureau communiqué.

November, 1915. A woman who was tried at the Central Criminal Court recently on a grave charge of espionage was found guilty and sentenced to death by being shot. The sentence was commuted to penal servitude for life.

## THE MAN WITH THE MEMORY.

A WONDERFUL RECORD.

Datas, the man with the memory that has Pelemanism beaten to a frazzle, has turned up again after four years as a special constable with his head fuller of facts than ever.

He revealed himself in a letter to the *Daily Express* correcting the Rev. John Pirkie's statement that Lee, the Babcock murder, died in Australia. Datas, who remembers everything, remembered that Lee went to America and that he is still doing well there as "The Man They Cannot Hang," performing in "The Greatest Show on Earth."

The war has left its mark on Datas, but a mark the value of which is rising. Formerly he used to astonish audiences by quoting, as soon as challenged, any date in Haydn's Dictionary, which is an encyclopaedia of the world's history filling more than 1,500 pages. Now, throwing in Haydn as makeweight, he states, on demand, all the dates of the war. He has become Datas-up-to-date.

A few evenings ago Datas was invited to an American officers' mess, and went through a machine-gun fire of questions, including the dates of the loss of the *Arctic*, the *Otway*, the *Asturias*, the *Lusitania*, the *Leinster*, and hundreds of other things besides. He replied with a Lewis-gun stream of correct information. "I can state 2,000 facts and dates about the war," said Datas to a *Daily Express* representative; "the dates of all the declarations of war, of all the battles, of the landing of expeditionary forces in all parts of the world, the names and dates of towns captured in all the theatres of war, the dates when ships were sunk, when the leading generals were born, and a host of other things beside, including the date of every air raid on any town in England."

I know the dates when all the raids on the Kent coast towns took place—every one of them—and when the Zeppelins bombed every town they did bomb."

The facility with which Datas learns dates is as extraordinary as his memory itself.

"I bought my new 'net' for twopenny," he said with a jolly laugh. "One day I saw a little book on a bookstall called 'Two thousand facts about the war.' I bought it, read the list through in two and a half hours, and knew it by heart." Datas' memory created such a stir in America some years ago that four American doctors offered him £2,000 for his head for purposes of dissection—not at once, but when he had done with it. "They have all died before me," said Datas merrily, "and I propose offering my head to King's College Hospital, so that after I am used it may still be possible, be of some use to the nation."



## ITALY'S CLAIMS.

PROF. ORLANDO'S REPLY TO PRESIDENT WILSON.

AN INNOVATION IN INTERNATIONAL RELATIONS.

The following is the text of Professor Orlando's Statement, in reply to the memorandum issued by President Wilson in regard to Italy's claim to Fiume:

Yesterday, just at a time when the assembled Italian delegation was discussing a counter-proposal which had been sent it by the British Prime Minister, and which had as its object to reconcile the contradictory tendencies which had revealed themselves regarding Italy's territorial aspirations, the Paris newspapers published a message from the President of the United States, in which the latter expressed his own ideas on the subject of the gravest of the problems submitted to the judgment of the Conference.

The practice of addressing oneself directly to peoples assuredly constitutes an innovation in international relations. I do not mean to complain of that, but I take note of it in order, in my turn, to follow this example, since this new system, without any doubt, tends to give the people a wider participation in international questions, and I personally have always been of opinion that such participation was a sign of the new times.

Nevertheless, if such appeals are to be regarded as addressed to the peoples, as regarded the governments representing them, and I will even say almost against them, I cannot but feel that this procedure, hitherto employed only in the case of the first time applied to a Government which has been, in and means loyally to remain, the friend of the Great American Republic, namely the Italian Government.

I may further complain that such a message addressed to the people should have been published at the very moment when the Allied and Associated Governments were negotiating with the Italian Government, that is to say, with that same Government whose assistance had been sought and appreciated in numerous and grave questions which have been treated with it in close and complete solidarity. But I shall above and have reason to complain that the declarations in the Presidential message were intended to draw a distinction between the Italian Government and the Italian people, since in that case one would be going so far as to ignore and to deny the high degree of civilization which the Italian people has attained in the forms of a democratic and liberal regime, in which it yields place to no other people in the world.

To draw, so to speak, a distinction between the Italian Government and the Italian people would be to imply that that great free people was capable of submitting to the yoke of a will that was not its own, and I shall be constrained to protest vigorously against suppositions so unjustified and offensive to my country.

But to come to the contents of the Presidential message. It is entirely devoted to showing that the Italian claims outside certain limits laid down in the message violate the principles upon which the new regime of liberty and justice between the peoples should be founded. Those principles I have never denied, and President Wilson will do me the justice to acknowledge that in the long never-ending process of the life of nations, we have had I have never appealed to anything but the force of reason and justice, in which I have always believed, and still believe, that Italy's aspirations are as to convince him. I deplore himself had the goodness to admit in the course of our conversations that truth and justice are the monopoly of no one, and that all men are liable to err, and I may add that error is all the easier, the more complex are the problems to which principles are applied. Humanity is something so immense, the problems raised by the life of peoples are so infinitely complex, that nobody can believe he has found in any fixed number of propositions a means of solving them as simple and as certain as if it were a case of determining the dimensions, volume, and weight of bodies with the various units of measurement. When I say that more than once the Conference found itself brought to a radical change of sentiment in cases where there has been a question of applying these principles, I do not think that I am showing any lack of deference towards that august assembly. On the contrary, such changes were and are a part of all human judgment. I merely mean that experience brought out all the difficulties encountered in the application of abstract principles of nature to concrete cases of infinite complexity and variety.

And so with all deference, but with all firmness, I must regard the way in which President Wilson in his message applies his principles to the Italian claims as altogether unjustifiable. It is impossible for me in a document of this kind to repeat the detailed demonstrations which have been produced in such great abundance. I will simply say that assertions such as that the collapse of the Austro-Hungarian Empire involves a reduction of Italy's aspirations will not be received without reserve. I think I may even be permitted to believe the contrary, that is to say, that the moment when all the heterogeneous peoples who constituted that Empire are seeking to organize themselves according to their ethical and natural affinities, the essential problem presented by the Italian claims can and ought to be completely solved.

Now the problem is the problem of the Adriatic, in which are summed up the whole rights of Italy ancient and modern, the whole of the martyrdom she has suffered through the centuries, and all the benefits which she is destined to confer on the great international community. The Presidential message at

firms that with the concessions which it mentions Italy would be extended to the walls of the Alps, which are her natural defence. This recognition is of great importance, provided the left flank of that wall is not left open, and that Montenegro, which divides the waters flowing towards the Black Sea from those falling into the Mediterranean, is included in Italy's right to such a line. This is the mountain that the Latins themselves always called *Linea Italica* from the time when the true configuration of Italy was realized in the sentiment and the conscience of the people. Without that protection a dangerous breach would remain yawning in that admirable natural barrier, the Alps, and it would mean the breaking off of that unquestionable political, historical, and economic unity which the peninsula of Istria forms, and I further think that he who can proudly claim having proclaimed to the world the free right of people to self-determination is the very one who is bound to recognize that right in the case of Fiume, an ancient Italian city, which proclaimed its Italian affinity before the Italian ships were anywhere near it, an excellent example of national consciousness retained for centuries.

To deny that right simply for the reason that it is a cause of a small community would be to admit that the unity of justice to different peoples varies according to their territorial extent, and, if the denial of this right is to be based on the international character of the port, have we not the cases of Antwerp, Genoa, Rotterdam, international ports serving as outlets for the most diverse peoples and regions without their having to pay dearly for this privilege, by the stifling of their national conscience? And can one describe as excessive Italy's aspiration towards the coast of Dalmatia, that bulwark of Italy throughout the centuries which Roman genius and Venetian activity made noble and great, and whose Italianism, defying for a whole century all sorts of implacable persecutions, to-day shares the same tremors of patriotism as the Italian people. With regard to Poland, the principle is proclaimed that denationalizing rights obtained by violent and arbitrary methods should not constitute grounds for de jure claims; why not apply the same principle to Dalmatia? And if we wish to support this rapid synthesis of our good international rights by cold statistical facts I believe I am able to state that among the various national reorganizations which about or may bring about in the future, none of these reorganized peoples will count within its new frontiers a number of people of a foreign race proportionately less than that which would be assigned to Italy. Why, therefore, is it especially the Italian aspirations that are to be suspected of Imperialistic cupidities?

In spite of all these reasons, the history of these negotiations will demonstrate that the firmness which was necessary to the Italian delegation was always associated with a great spirit of conciliation in the research for a general agreement. The President's message ends by a warm declaration of friendship of America towards Italy. I answer, in the name of the Italian people, and I acclaim with pride this right and this honour which is due me as the man who in the most tragic hour of this war has uttered to the Italian people the cry of resistance at all costs. This cry was listened to, answered with a courage and abnegation of which few examples can be found in the history of the world. And Italy, thanks to the most heroic sacrifices and the purest blood of her children, has been able to climb from an abyss of misfortune to the radiant summit of the most resounding victory. It is, therefore, in the name of Italy that I in my turn express the sentiment of admiration and deep sympathy that the Italian people has for the American people.

V. E. ORLANDO.

## IRISH PRESS.

## POWERS OF THE NEW CENSOR.

The following official communiqué was issued by the Irish Press recently: "The Irish Government has decided to retain the office of the Press Censor in Ireland for the present in the interests of the peace of the country. It is impossible for the Government to permit any section of the Irish Press to be used as an instrument of incitement to organized or other defiance of the law or for the purpose of inflaming public opinion to a pitch in which acts of lawlessness become possible. There is sufficient reason to fear that there were no effective restrictions upon publication attempts might be made to secure publicity for matter of this description. The Defence of the Realm Regulations give to the Government the power to suppress or proceed against any paper or other publication which lends itself to these dangerous purposes. This power the Government will be forced to use if occasion of that nature is given, but there is no intention on the part of the Government to interfere with the legitimate political discussion or propaganda. It must further be understood that the censorship is voluntary. No newspaper (or editor) will be called upon to submit proofs to the censor, whose functions will be purely advisory. Nor will he refer to the censor unless of his own volition. It is open to every such publisher to produce any matter that he may wish on his own responsibility, but without prejudice, to the fact that if any matter is published by him which is obviously deliberately in violation of the Defence of the Realm Regulations, he is liable to the penalties thereby provided. Where matter the publication of which in the United Kingdom would be an offence against the Defence of the Realm Regulations has been published, either abroad or in the United Kingdom, there is no inherent right in any publisher to reproduce it."

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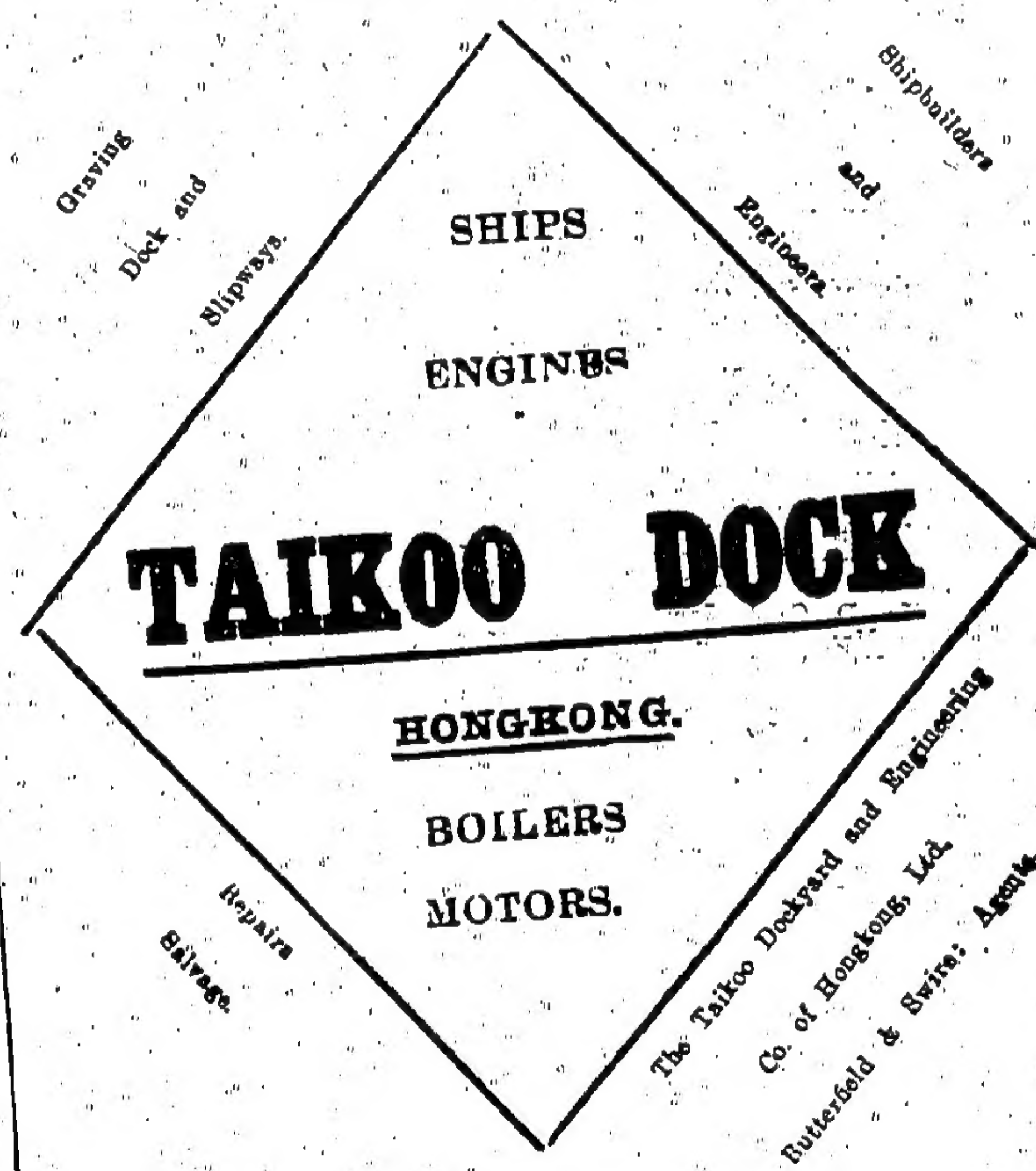
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## SHIPPING NEWS

## ARRIVALS.

June 11th

*Borneo Maru*, Japanese str., 2,400 tons, Capt. Ishizu, with a Samarang and Balikpapan, with a general cargo.—Dodwell & Co.

*Kum Sang*, British str., 3,077 tons, Capt. Anderson, from Kobe, which port she left on June 7th, with a general cargo.—J. M. & Co.

*Sunwing*, British str., 1,350 tons, Capt. Benson, from Ceylon, with a general cargo.—B. & S.

*Yingchow*, British str., 1,216 tons, Capt. Simons, from Shanghai, which port she left on June 8th, with a general cargo.—B. & S.

June 12th.

*Hawaii Maru*, Japanese str., 5,672 tons, Capt. Suruga, from Buenos Aires, which port she left on March 31st, with a general cargo.—O.S.K.

*Kwang Tai*, Chinese str., 1,536 tons, Capt. Stewart, from Shanghai, which port she left on June 8th, with a general cargo.—C.M.S.N. Co.

*Yokohama Maru*, Japanese str., 3,789 tons, Capt. Okamoto, from Yokohama and Shanghai, with a general cargo.—N.Y.K.

## PASSENGERS.

## ARRIVALS.

Per *s.s. Kwang Tai*, on June 12th: Miss C. C. Little.

Per *s.s. Yokohama Maru*, on June 12th: Mr. and Mrs. A. Halliday.

Per *s.s. Yingchow*, on June 11th: Messrs. J. H. Oxberry, Rasmussen, N. Stephens, E. M. Reid, F. A. Siebert, Beare and Culver.

Per *s.s. Hawaii Maru*, on June 12th: Mr. Arthur Newton, Miss Wright, Mr. A. Crane, Mrs. M. Crane, the Misses Crane, Mr. Cowdrey, and Mrs. Drury.

## DEPARTURES.

Per *s.s. Yokohama Maru*, on June 12th: Mr. and Mrs. J. Grieve.

Per *s.s. Empress of Asia*, on June 12th: Mr. A. H. Anderson, Mrs. F. R. J. Adams, Mrs. C. G. Alabaster, Mr. L. B. Reinaldo, Mr. and Mrs. Hugo Accurti, Mrs. Spearman Armstrong, Mr. J. G. Berman, Mr. F. A. Bender, Mr. J. Barr, Mr. Wm. Van Buskirk, Mr. and Mrs. F. M. Bartelme, Mr. Max Basker, Mr. and Mrs. J. S. Benner, Mr. and Mrs. C. B. Brown, Mr. F. B. L. Bowley, Mr. B. Bunting, Mr. and Mrs. E. H. Braams, Mr. J. Carrigan, Mr. E. H. Chadfield, Mr. and Mrs. Stuart Camron, Mr. D. F. Chapple, Mr. A. Calidge, Mr. C. W. Crum, Mr. A. A. Clanton, Mrs. Mary A. Constant, Mr. and Mrs. R. W. Dale, Mr. G. H. Davies, Mr. M. G. De Vos, Surgeon-Capt. and Mrs. Draper, Mrs. Danby, Mr. and Mrs. E. B. Dunn, Mr. A. C. Dodge, Mr. V. Desnan, Mr. G. H. Fox, Mr. and Mrs. D. Forbes, Mr. M. M. Francis, Mrs. Faber, Miss E. M. Wawcott, Lieut. F. C. Fochen, Mr. and Mrs. Goldsmith, Mr. F. J. Gilbraith, Mr. Wm. Gilchrist, Mr. J. W. Graham, Mr. S. Gaches, Mr. S. E. Green, Mr. and Mrs. J. J. Gorman, Mrs. J. H. C. Goodban, Mr. Austin G. Glass, Mr. K. E. Grier, Mrs. J. Allan, Holmann, Mr. and Mrs. R. G. Haskell, Mr. F. M. H. Holman, Mr. W. D. Hawkes, Mr. and Mrs. F. L. Hutchins, Mr. A. E. Hilton, Mr. G. H. Hooz, Mr. and Mrs. C. J. Hawitt, Mr. and Mrs. Pennington, Hollingsworth, Mr. J. E. Haideligh, Mr. and Mrs. D. C. James, Dr. and Mrs. H. Joe, Mr. D. C. J. Jansen, Mr. Jas. Ibbert, Mrs. E. L. Johnson, Mr. E. M. Joseph, Mrs. A. Kop, Mr. S. R. Kirkness, Mr. P. Kremer, Mr. Lars Larsen, Mr. F. L. Leitao, Miss M. A. Leitao.

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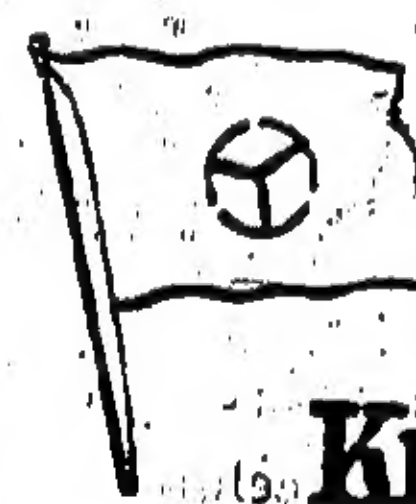
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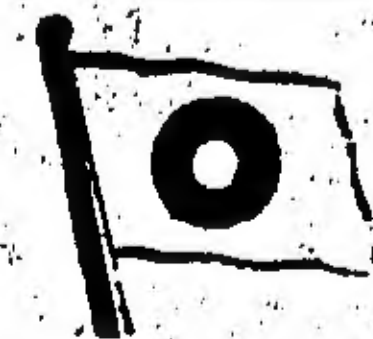
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Tel. 140 and 155.

Top Floor, King's Building.



## KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOUL, ROME, PORT SAID, SUEZ, CAIRO, HAVANA,  
BORNEO, CALCUTTA, COLOMBO, SINGAPORE, YAWA, BANGKOK, RAJCO, YAMAGUCHI,  
KANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast,  
Japan, China, India, Java, North and South America, also to  
Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2106.

CANADIAN PACIFIC  
OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY  
announce the augmentation of the present double daily  
train service by a third Trans-Continental train—

## THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted  
to First Class Sleeping Car passengers and will consist entirely  
of Compartment Observation and Standard Sleeping cars,  
Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

## FOR NEW YORK

BLUE FUNNEL LINE.

## S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,  
Agents.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	DATE
SANDAKAN	"HINSHANG"	Fr.	13th June, Noon.
MANILA	"LOONGSANG"	Fr.	13th June, 3 p.m.
SHANGHAI	"HOHSANG"	Sun.	14th June, 3 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Thurs.	17th June, 3 p.m.
SHANGHAI	"TUNGSHING"	Wed.	18th June, 11 a.m.
TIENTSIN	"CHEONGSHING"	Wed.	18th June, 11 a.m.
MANILA	"YUENSANG"	Fr.	20th June, 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Fr.	20th June, 3 p.m.
KOBE	"FOOHSING"	Wed.	25th June, 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular  
sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan,  
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric  
Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and  
Shanghai, sometimes calling at Swatow. Steamers on this line have a  
limited amount of passenger accommodation and through tickets can be obtained  
for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued  
to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good  
passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling  
at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a  
steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and  
Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hong-  
kong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS SETTLEMENTS PASSPORT REGULATIONS. All  
European Passengers, leaving the Colony for Straits Settlements, are required to  
produce on arrival at destination passports with their Photographs and description  
affixed thereto.

For Freight or passage apply to  
JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL  
R.M.S.P. MAIL STEAM  
PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND

INTERMEDIATE PORTS.

Please Apply to—

JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215.

Agents.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS of the WORLD at Tourist Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAB EASTERN TRAVELLER'S GAZETTE" containing Sailings and  
Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COOPOUR". THOS. COOK &amp; SON.

Telephone No. 234.

Hongkong Hotel Buildings, corner of Fokier Street  
and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LU DECATBOUR, LONDON, E.C.



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELJERMAN" LINE.

(RULPHMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
or to RULPH & Co., Canton.  
General Agents.

## C. N. C. CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO	DATE
SHANGHAI	"HUNTING"	On 15th June, 10 A.M.	
HANKOW	"YUNNAN"	On 15th June, Noon.	
HANKOW	"SHANSHI"	On 15th June, Dlight.	
CHINKIANG & WUHU	"PAOTING"	On 14th June, Noon.	
SHANGHAI & "SINGTAU"	"YINGCHOW"	On 15th June, Dlight.	
WISAIWAI, CHENGPOO, & TIENTSIN	"KUEICHOW"	On 15th June, Noon.	
SWATOW and SINGAPORE	"LINA"	On 15th June, 11 A.M.	
SHANGHAI and BANGKOK	"CHANGCHOW"	On 17th June, 11 A.M.	
SHANGHAI	"SINKIANG"	On 17th June, Noon.	
MANILA, Cebu & ILOILO	"TAMING"	On 23rd June, 3 P.M.	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Lights and Fans in Saloon and State-rooms. Regular service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 38

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	15th June, at 10 A.M.
"HAITAN"	Capt. A. H. Stewart	TUESDAY,	17th June, at 1 P.M.
"HAHONG"	Capt. J. W. Evans	FRIDAY,	20th June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"  
14,000 tons each.

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KORE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "ARCHER" will sail for Vladivostok, Seattle, San Francisco and New York	on or about June 14th, 1919.
S.S. "VENEZUELA" will sail from Hongkong at noon	June 15th, 1919.
S.S. "ECUADOR" will sail from Hongkong at noon	July 15th, 1919.
S.S. "COLOMBIA" will sail from Hongkong at noon	Aug. 15th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANAMARU Steamship Co., Ltd.

For further information rates, literature, schedules, etc., apply to  
COMPANY'S OFFICE in Alexander Building, Chater Road.

## P. &amp; O. - BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	...	30th June	8th July

FOR  
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	...	8th July
		25th July

FOR  
CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... 12th June, 10.30 A.M. | 2nd July

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	18th June	SHANGHAI Only.
DUNERA	24th June	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Goods must be presented within ten days on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Vaux Road Central, HONGKONG. Agents.

## N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU	...	Sunday, 22nd June, at 11 a.m.
KATORI MARU (calling Manila)	...	Sunday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	...	Friday, 18th June, at Noon.
TAMBA MARU	...	Friday, 27th June, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	...	Wednesday, 25th June, at 11 a.m.
NIKKO MARU	...	Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	...	Saturday, 14th June, at 2 p.m.
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BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	...	Sunday, 15th June.
SHINRYU MARU	...	end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	...	Wednesday, 25th June.
CALCUTTA MARU	...	Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	...	Thursday, 19th June, at 11 a.m.
AKI MARU	...	Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU	...	Monday, 18th June, at 11 a.m.
TOYO MARU No. 3 (Kobe direct)	...	Thursday, 18th June.
KITANO MARU	...	Monday, 23rd June, at 11 a.m.
SHIMBU MARU	...	Saturday, 28th June.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone Nos. 222 & 223. S. YASUDA, Manager.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tonnage	Leave Hongkong
PERSIA MARU	9,000	June 18th.
KOREA MARU	30,000	June 25th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	23,000	July 20th.
HIBERIA MARU	30,000	July 28th.
SHINYO MARU	21,000	Aug. 13th.

\* Calling at Keelung

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CALAIA, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tonnage	Leave Hongkong
ERIYO MARU	11,500	July, 14th.
ANYO MARU	18,500	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.

\* Tickets are interchangeable with the CANAMARU PACIFIC OCEAN SERVICE, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" 10,000	On or about 17th June
	"ANDRE LEBON" 22,000	On or about 24th July
	"PAUL LEGAT" 22,000	On or about 16th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAUD, SUEZ	"NERA" 10,000	On or about 17th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,  
Agent,  
Queen's Building,  
Telephone 740.

## O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.  
"ANDES MARU" ... Saturday, 2nd June  
"Call Marseilles."  
"ALTAI MARU" ... End of July.  
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.  
"SIAM MARU" ... Wednesday, 18th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.  
"HAWAII MARU" ... Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"SIAM MARU" ... Wednesday, 18th June.

SAIGON HANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.  
"KORSO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.  
"MEXICO MARU" ... Saturday, 31st June.

HAIPHONG—Three times a Month service.  
"DAITOKU MARU" ... Sunday, 15th June

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.  
"HAWAII MARU" ... Friday, 13th June.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.  
"BOHEU MARU" ... Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.  
"RAIO MARU" ... Sunday, 15th June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
Tel. No. 744 and 745. No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry) "CHINA" (10,500 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. KITTREDGE, Freight and Passenger Agent.  
Frisco's Buildings, 100 House Street. Tel. 1943.



